

IN RAILWAY CIRCLES.

The Question of the First-Street
Railway Track.

FROM GRAND JUNCTION TO FRISCO

Through Pullman's New Running-Wasatch
Trains on Sunday-The Work at the
Union Pacific Yards.

The question, shall two lines of street cars go up First street? is still agitating the people who live on that narrow thoroughfare, and there is the most determined opposition against allowing the whole of the street to be used up by the railway companies. The situation, in a nutshell, is simply this: Both companies have franchises. This was a grave mistake, probably, on the part of the city council, but nevertheless it is a fact. The Salt Lake city people have built their road and will soon have it in operation, but the Rapid Transit people were the first to make application for a franchise and the first to receive one.

It was stated yesterday that the Rapid Transit people were willing to do anything in their power rather than have the residents of First street discommoded to any extent, but they claim it is absolutely necessary they should go up First street, because that is the only avenue by which they can reach the beach beyond; that they were willing to use the track at present laid and pay a reasonable rent therefor, or would they take the track from the Salt Lake City company, and allow them the privilege of using it for a reasonable sum. This, however, is denied by Mr. Jack, one of the chiefs of the Rapid Transit company, who says such an arrangement would be impracticable and dangerous to a married degree. He says it is simply useless to talk about any such compromise. All of which means, we take it, that they intend to go ahead and put in the track, unless legal measures are instituted to prevent them. It is more than likely that the courts will be called upon to settle the matter.

The Rush at the Union Pacific Yards.

There is a great deal of bustle and activity about the Union Pacific yards in this city. The graders, trackmen and trains are at work on that portion once occupied by long trains of coal cars, while on the north side of North Temple, in the neighborhood of the paint shops, trees are being cut down, and a general clearing up is being made. A double switch has been constructed leading from the main line southward to the premises soon to be occupied as coal yards, and yesterday workmen commenced on the addition to the passenger station.

A four through the freight sheds showed that the statement of the office and office and the magnitude of the business was not at all amiss.

Sunday at Wasatch.
Mr. J. H. Bennett says: "Complying with request of the public who wish to spend Sunday at Wasatch, we will, commencing next Sunday, hold our train at Wasatch until 7 p.m., making connection at Brigham Junction with our No. 1 due here at 8:30 p.m."

Stock For Soda Springs.

Attached to the outgoing 1:30 Union Pacific train yesterday afternoon were two mammoth Burton stock cars, and in these were thirty-three of the finest Holstein bulls ever seen in this section of the country. They were from the stock farm of Jacob Lawrence, with which everybody in this section is familiar, it being located a few miles to the west of Salt Lake city and on the line of the Utah & Nevada. The animals were all heifers, and Mr. Fox said they were being shipped to Soda Springs for breeding purposes. They were to go out on passenger time, and were shipped via Grand Junction. Mr. Fox will meet the animals at Pocatello, he going out last evening via the Utah & Northern.

Sleepers From Colorado to the Pacific.

The Rio Grande Western is now running through sleepers from Grand Junction to San Francisco. Round trip tickets from Salt Lake to San Francisco and Los Angeles are now on sale at the Rio Grande Western ticket office. Heretofore, these tickets were purchasable only in Ogden.

The Proper Thing to Do.

When the Republic reporter asked General Manager Charles M. Hays, of the Wasatch railroad, for particulars of the terrible accident at Warrenton, he showed him all of the dispatches he had received, and calling his secretary said: "Give the press everything we get about this wreck. We will tell you all about it, and help you make any investigation you like. If return for this, please don't do any fine writing, and get through with the matter as soon as you consistently can." Mr. Hays is not as old as some of the general managers, but if the rest of them will get together in a parlor at the Southern hotel and invite him to lecture to them on "how to avoid being misrepresented by the Press," they may get a pointer or two that may be of service to them.—St. Louis Republic.

The Brotherhood of Telegraphers.

The Brotherhood of Telegraphers have just organized a new lodge at Kansas City with 100 members. Brother J. C. Morris, grand secretary, reports several applications in from other points, which will be attended to at once and charters granted. This order represents an important class of railway employees and is on a protective basis; it is therefore the duty of the aid men to assist and encourage this class of men to organize lodges of the brotherhood. Such points as Omaha, Cleveland, Columbus, Cincinnati, Milwaukee, etc., might give a lodge to this order if the switchmen would take an interest in the matter.—Sutcliffe's Journal.

"Pete" Her's Great Scheme.

P. E. Her, of Omaha, is engineering a gigantic stock yards scheme on the Pacific coast. The site selected is Baden, a station on the Southern Pacific railroad in San Mateo county, where 3,000 acres of land have been purchased. It is announced that 1,200 acres will be used by the stock yards corporation and the remainder devoted to the shops, round houses, and houses of the Atlantic & Pacific railroad, which is said to be largely interested in the deal. About two million dollars will be invested by the syndicate in the enterprise, and buildings will be completed and business commenced by January or February. The Baden stock yards will give employment to 4,000 men, and will necessitate the building of a considerable city.

Personal and General.

The Utah Federated Trades and Labor Council have selected the Rio Grande Western railway for their excursion to Ogden on September 1. Labor Day. Tickets \$1.50; good until September 2.

The earnings of the Denver & Rio Grande for the fourth week in July were \$57,019 in excess of the earnings of the corresponding time last year.

The Atchison, Topeka & Santa Fe last week placed contracts for 1,300 box cars and 250 furniture cars. The Indianapolis works were urged to bid on them, but could not get the cars out, so full of orders are they, in the time specified.

An official statement of the gross earnings of the Missouri Pacific railroad shows an increase for the fourth week in July of \$193,437 and of \$1,553,000 for the seven months ending July 31, as compared with the corresponding period of last year.

The negotiations between the Missouri Pacific and the Atchison, having in view the establishment of harmonizing traffic relations, are said to be still progressing. Both companies are showing enormous gains in gross earnings.

Engine No. 114, of the Cleveland division

of the Big four, hauled a party of Erie officials, who traveled in four private cars, from Marion to Indianapolis, 185 miles in four hours and nineteen minutes. The officials of the Erie pronounce it a very smooth and fast run.

Another narrow gauge railway has been converted to the broad gauge theory and practice—namely, the Clarkburg, Weston & Co. line, which runs from Clarkburg, West Virginia, whose cars can now interchange with those of the Baltimore & Ohio, with which it now connects.

The new Louisiana law that goes into effect September 1 is of great interest to Texas lines which run through trains to New Orleans. The law makes a passenger rate of 5 cents a mile instead of 6 cents, as heretofore charged, and also provides for separate cars for white and colored people. A penalty is affixed against the roads for violating any one of the provisions of the new law. This reduction will make the fare between New Orleans and Houston, over the Southern Pacific road, \$10.85, instead of \$12.50, the present rate.

The traveling passenger agents located at Atlanta, Chattanooga, Atlanta, Nashville and other points in the south are seriously considering the organization of a Southern Traveling Passenger Agents' association. The organization known as the National Passenger Agents' association has grown to such proportions that it does not now accomplish what it originally proposed to do. The southern boys desire an exclusive organization, admitting none but passenger agents located south of the Ohio river. The objects will be of a social and benevolent character.

Rumor again has it that the great South Pennsylvania railroad enterprise upon which several millions were expended some years ago is yet to be built, and that the Pennsylvania Railroad company is now back of the undertaking. While this company probably does not need another line between Harrisburg and Pittsburgh, it perhaps prefers to build it than to leave it for a rival company to build. On the other hand, the Baltimore & Ohio and Philadelphia & Reading interests are reported to be behind the enterprise, which, if true, is of much greater significance.

THE BUS AND TRANSFER BUSINESS

of Salt Lake city is now conducted by the Grant Bros. company. We meet all trains and run to all hotels, baggage, carriage and horse service. ORDER CARRIAGE FROM OUR TRAIN MEN.

UNION PACIFIC SYSTEM.

On and after June 23, 1890, Garfield Beach trains will run as follows:

LEAVE SALT LAKE	ARRIVE GARFIELD	LEAVE GARFIELD	ARRIVE SALT LAKE
10:40 a.m.	11:25 a.m.	11:45 a.m.	12:30 p.m.
10:45 a.m.	11:30 a.m.	11:50 a.m.	12:35 p.m.
11:00 a.m.	11:45 a.m.	12:05 p.m.	12:50 p.m.
11:15 a.m.	12:00 p.m.	12:20 p.m.	1:05 p.m.
11:30 a.m.	12:15 p.m.	12:35 p.m.	1:20 p.m.
11:45 a.m.	12:30 p.m.	12:50 p.m.	1:35 p.m.
12:00 p.m.	12:45 p.m.	1:05 p.m.	1:50 p.m.
12:15 p.m.	1:00 p.m.	1:20 p.m.	2:05 p.m.
12:30 p.m.	1:15 p.m.	1:35 p.m.	2:20 p.m.
12:45 p.m.	1:30 p.m.	1:50 p.m.	2:35 p.m.
1:00 p.m.	1:45 p.m.	2:05 p.m.	2:50 p.m.
1:15 p.m.	2:00 p.m.	2:20 p.m.	3:05 p.m.
1:30 p.m.	2:15 p.m.	2:35 p.m.	3:20 p.m.
1:45 p.m.	2:30 p.m.	2:50 p.m.	3:35 p.m.
2:00 p.m.	2:45 p.m.	3:05 p.m.	3:50 p.m.
2:15 p.m.	3:00 p.m.	3:20 p.m.	4:05 p.m.
2:30 p.m.	3:15 p.m.	3:35 p.m.	4:20 p.m.
2:45 p.m.	3:30 p.m.	3:50 p.m.	4:35 p.m.
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4:15 p.m.	5:00 p.m.	5:20 p.m.	6:05 p.m.
4:30 p.m.	5:15 p.m.	5:35 p.m.	6:20 p.m.
4:45 p.m.	5:30 p.m.	5:50 p.m.	6:35 p.m.
5:00 p.m.	5:45 p.m.	6:05 p.m.	6:50 p.m.
5:15 p.m.	6:00 p.m.	6:20 p.m.	7:05 p.m.
5:30 p.m.	6:15 p.m.	6:35 p.m.	7:20 p.m.
5:45 p.m.	6:30 p.m.	6:50 p.m.	7:35 p.m.
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7:30 p.m.	8:15 p.m.	8:35 p.m.	9:20 p.m.
7:45 p.m.	8:30 p.m.	8:50 p.m.	9:35 p.m.
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